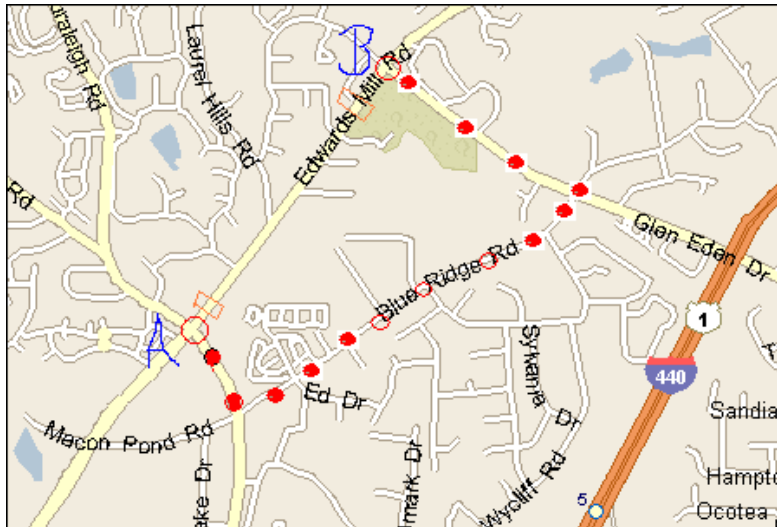


Chapter 7: Frequently Asked Questions

This section contains frequently asked questions about Usercost Estimating.

1. How do I calculate the detour and original length?



The original length is the length from A to B (see above) along the road that is being closed.

The detour length is the length from A to B (see above) along the detour route.

2. Where do I find the ADT maps?

<http://www.ncdot.gov/travel/statemapping/trafficvolumemaps/>

3. What if my detour is only at night to hang girders?

Use the approximate ADT for the hours the road will be closed (you should have hourly volumes for the higher volume facilities).

4. How do I know if I need hourly restrictions?

This is where you must use your engineering judgement and the capacity of the road verses the volumes of the roads. It is also important to have a balance between the time restrictions and providing the contractor time adequate to get the work done. The more restrictive the contract is results in a longer duration and a higher cost.

5. How do I know what Free Flow Speed is?

This is generally the posted speed limit plus 10 mph. However, the Highway Capacity Manual will provide you more guidance on this topic.

6. What if I only have peak hour restrictions or night work, how do I run a quewz program?

For peak Hour restrictions, multiple quewz runs are required and the total user cost must be added together.

For night work, flip the hours. When inputting hourly volumes, begin with noon being “0”. Therefore, the night work volumes will be continuous.

For further explanation on each of these, see your supervisor.

7. What do I do when asked to run a User Value Run?

User value tries to place the “value” of having a facility completed and open to traffic. Typically, this type of analysis is performed on statewide or regional tier facility projects. Currently, we have no software that performs this analysis, but one can “extrapolate” a User Value with some known information and some “inferred” or “projected” assumptions. The most common way to address this request is to assume the road has been constructed and is open for traffic. Then assume it must be closed and the traffic detoured. Run a Detour User Cost to determine a User Cost for this situation. In some cases, the Lane Closure program may also be used to help determine this user value.